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Hong Kong Daily Press.

ESTABLISHED 1857.

No. 11,814. 號四百八千萬份第 日八初月十一十二精光 HONGKONG, MONDAY DECEMBER 20TH, 1895.

年三十一月二十日五十九年八千萬份第

PRICE \$1 PER MONTH.

Notice.

NEW ADVERTISEMENTS.

THE CHINA AND MANILA STREAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship.

"ZAFIRO".

Captain Cuban will be despatched for the above port TO-MORROW, the 24th inst., at noon.

It is also proposed to purchase used POSTAGE STAMPS IN LOTS or SMALL QUANTITIES FOR CASH.

AGENTS WANTED.

Liberian Discount Allowed. [2104 28]

Hongkong, 23rd December, 1895. [2684]

OCEAN STEAMSHIP COMPANY.

FOR KUDAT AND SANDAKAN.

THE Steamship.

"MEMNON".

Captain Branch will be despatched as above on WEDNESDAY, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Agents.

Hongkong, 21st December, 1895. [2675]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND CHEFOO.

THE Steamship.

"TAMSUI".

Will be despatched on FRIDAY, the 27th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Agents.

Hongkong, 23rd December, 1895. [2685]

NOETHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "HANKOW" FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-charge, and to take immediate delivery of their Goods from alongside.

Cargo imported, the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

DODWELL, CARLILL & CO., Agents.

Hongkong, 21st December, 1895. [2687]

PUBLIC AUCTION.

THE Undersigned will sell by PUBLIC AUCTION TO MORROW

(TUESDAY), the 24th DECEMBER, 1895,

at his SALES ROOM, QUEEN'S ROAD, NO. 12,

A VERY FINE COLLECTION OF MEERSCHAUM CIGARS AND CIGARETTES, HOLDERS, MEERSCHAUM

AND BRAID PIPES.

Also—

A CONSIGNMENT OF PLATED WARE AND FANCY GOODS, EAU-DE-COLOGNE, &c.

On View at the Undersigned's TEA ROOMS—As Consignment, PAUL BREWITT, Auctioneer.

Hongkong, 23rd December, 1895. [2688]

CUSTOMS NOTIFICATION.

No. 67.

NOTICE is hereby given that WEDNESDAY next, the 25th inst., and WEDNESDAY, the 1st JANUARY, 1896, will be observed as HOLIDAYS AT THE KOWLOON CUSTOMS OFFICE.

At the Office of Examination and Customs Station will proceed.

H. M. HILLIER, Acting Comptroller of Customs for Kowloon and District.

Custom House, Kowloon, 21st December, 1895. [2689]

HONGKONG JOCKEY CLUB.

NOTICE.

NOMINATIONS for the 1896 DERBY will CLOSE to the Undersigned on SATURDAY next, 28th inst.

By order, T. F. HOUGH, Clerk of the Course.

Hongkong, 23rd December, 1895. [2681]

WANTED.

A SECRETARY for the HONGKONG GENERAL CHAMBER OF COMMERCE. Applications to be sent in not later than 16th JANUARY.

F. HENDERSON, Secretary.

Hongkong, 23rd December, 1895. [2682]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

"KALGAN" will be despatched to DAY, the 23rd inst., at NOON.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Agents.

Hongkong, 23rd December, 1895. [2684]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI DIRECT.

Taking Cargo and Passengers through rates for CHFOO, HANKOW, and Paris on the YANGTZE.

THE Company's Steamship.

"E-SANG".

Captain W. O. M. Young, will be despatched as above TO-DAY, the 23rd inst., at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 23rd December, 1895. [2685]

FOR SHANGHAI, JINSHAN, AND NAGASAKI.

THE Company's Steamship.

"YAMASHIRO MARU".

Captain J. B. Macmillan, will be despatched at 4 P.M. TO-DAY, the 23rd inst., instead of as previously arranged.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 23rd December, 1895. [2686]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI YIWA SWATOW.

(Taking Cargo and Passengers through rates for CHFOO, HANKOW, and Ports on the YANGTZE.)

THE Company's Steamship.

"FOOKSANG".

Captain E. V. W. will be despatched as above TO-MORROW, the 24th inst., at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 23rd December, 1895. [2687]

"SHIRE" LINE OF STEAMERS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Steamship.

"MERIONETHSHIRE".

Captain Davies, will be despatched as above on SATURDAY, the 23rd inst.

For Freight or Passage, apply to DODWELL, CARLILL & CO.

Agents.

Hongkong, 23rd December, 1895. [2688]

NOTICE OF FIRMS.

NOTICE.

MY Brother, Mr. EDMUND HUMPHREYS, my Son, Mr. HENRY HUMPHREYS, my Son, Mr. JOHN HUMPHREYS, my Nephew, Mr. JOHN HUMPHREYS, have been this day ADMITTED into PARTNER SHIP in my firm of JOHN D. HUMPHREYS & SON.

JNO. D. HUMPHREYS, Hongkong, 23rd December, 1895. [2689]

THE CHINA FIELD INSURANCE COMPANY, LIMITED.

NOTICE.

FROM this date, during the absence of Mr. JAS. B. COURTEAU, from the Colony, Mr. GEORGE L. TOMLIN has been appointed ACTING SECRETARY to the Company.

A. MCNAULIE, Chairman.

W. MACLEAN, Manager.

THE CHINA LIFE INSURANCE CO., LTD.

NOTICE.

COMMUNICATING regarding Advertisements, Subscriptions, Printing, Publishing, &c., should be addressed to the **"DAILY PRESS" OFFICE**, All printed and all work, supervised by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

Telegraphic Address, **"Press"**, Telephone No. 1.

POSTAGE STAMPS.

NOTICE.

THE CHINA AND MANILA STREAMSHIP COMPANY, LIMITED.

NOTICE.

INTIMATION.
THE
HONGKONG DISPENSARY
has just received FRESH SUPPLIES of
WHOLESALE CONFECTIONERY
AND
DELICIOUS SWEETS,
of the Highest Quality and Purity
These include—
CADEBURY'S SPECIAL CREAMES
PATE D'ABECOT JORDAN ALMONDS
CARAMELS, PRALINES.

DESSERT CHOCOLATE,
NOUGAT, FRUIT JELLIES,
CRYSTALLISED FRUITS,
METZ FRUITS;
ASSORTED TOFFEES,
MIXED BONBONS,
FRENCH CHOCOLATES
TANGERINE BISCUITS
ORANGE PASTES; ORANGE ROLLS
etc., etc., etc.

Together with the Latest Novelties in
FANCY BOXES,
which are very suitable as Seasonable Presents
for Ladies and Young People.

FRENCH CONFECTIONERY AND CONSERVES
in Large Assortment.
from the Best PARISIAN HOUSES.

A. S. WATSON & CO., LIMITED,
The HONGKONG Dispensary.
Established A.D. 1841.
Hongkong, 9th November, 1895.

NOTICE TO CORRESPONDENTS.
One communication relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their name and address
with communications addressed to the Editor, not
for publication, but as evidence of good faith.
All letters for publication should be written on one
side of the paper only.
No anonymous signed communications that have
already appeared in other papers will be inserted.

Orders for sets of copies of "The Daily Press" should be sent to the publishers on or before publication. After that date the supply is limited. Only supplied for Cash.
Telegraphic Address: Pines.
P.O. Box No. 12.

MARRIAGE.
On the 18th of December, 1895, at the Cathedral,
Shanghai, by the Rev. H. G. Hodges, M.A.,
ALEXANDER SEYFREIGH WILSON, to
CHARLOTTE ROBERTS.

The Daily Press.
HONGKONG, DECEMBER 23RD, 1895.

ALTHOUGH it may be generally admitted that the Chinese have a legitimate grievance in connection with the present strict enforcement of the light and pass regulations, exception must be taken to the tone of some of the remarks made by the speakers at the meeting at the Tung Wah Hospital yesterday. We pass over the remarks on class legislation in general. It is perhaps not to be expected that those subjected to such legislation should be altogether free from some feeling of soreness in the matter if they think about it at all, which, however, the majority of the Chinese residents do not; and those who do think about it, the educated and intelligent portion, can hardly fail to recognise that in a mixed community like this class legislation is to some extent inevitable. What we find objectionable in the remarks made yesterday is the implied suggestion that the Chinese are treated with intentional unfairness for the pleasure or profit of the Europeans and the further suggestion that the Chinese, because they form the most numerous section of the community, and contribute most largely to the rates should therefore direct the policy of the Government. This is a British colony, established partly as a place of arms and partly for the promotion of British trade, and if the Chinese choose to avail themselves of the privileges of residence accorded to them they must abide by the regulations made for the peace and good order of the place. But the Government has consistently evinced a desire to promote the prosperity, happiness, and well-being of the Chinese community as well of the European community. It may sometimes make mistakes, but its intention has always been to do what was right.

In this matter of the light and pass regulations, for example, it is the protection of the Chinese that the Government has principally had in view, for it is the Chinese who are the chief sufferers by the class of crime which it is believed the regulations will minimise. The Chinese themselves, however, would like to see the regulations either modified or abolished, and they are within their rights in giving expression to their views, but it was a mistake for the speakers to import imaginary grievances into the discussion. Take the question of the theatres, for instance. Performances at the European theatre take place at comparatively rare intervals, and when they do there is no restriction as to the duration of the entertainment. The Chinese theatres, which are open all the year round, are required to close at eleven o'clock at night. We believe if the true opinion of the Chinese community could be taken by a poll a vast majority would be in favour of maintaining that regulation and that there is no real sense of grievance in the matter at all. With regard to the recreation grounds, too, there is no legitimate

ground for jealousy. The Europeans practise outdoor sports and the Government has very rightly provided them with a ground for that purpose. The Chinese have a recreation ground, too, and in the centre of the town, but instead of being used for the legitimate purposes of recreation it is a resort of sharpers of all descriptions and their dupes. If the Chinese wanted to play cricket or football, or other games we have no doubt the Government would do its best to meet their wishes in the liberal spirit that has characterised it in such matters as the provision of sites for the Tung Wah Hospital and the English and Chinese Chamber of Commerce and accommodation for the Po Leung Kok. When the Government sins it is not through evil intent but through indiscipline or ignorance.

No department of government have three departments strikingly exemplified than in relation to the light and pass regulations. It is now nearly twenty-five years since the law was passed and for not more than six or seven years in the aggregate have the regulations been enforced, the total period being made up of sundry short periods. If the Government was right in allowing the regulations to fall into abeyance it cannot be right in enforcing them now, and if it is right now it must have been wrong for three-fourths of the time. In either case we are driven to the conclusion that the Government is; we will leave it to the ingenuity of the reader to supply the missing words. This chopping and changing about and the spasmodic enforcement of regulations cannot do any permanent good and must have the effect of causing intense irritation, whereas the art of government is to avoid irritation and to rule the people without letting them feel too keenly that they are being ruled. To cause needless irritation, whether it be in a white man, a black man, or a yellow man, is simply folly.

If modified and consistently and discreetly enforced the light and pass regulations might probably prove useful, but as they exist at present they are too drastic in their operation. Anyone taking a walk along Queen's Road after seven o'clock in the evening, and seeing the Chinese carrying their little twinkling lamps in the glare of the electric light must be struck with the absurdity of the scene. And it is there where the light is most brilliant and where there is the least necessity, that the regulations seem to be most strictly enforced. One of the effects is that a good many people who would otherwise spend a portion of their time in the street in the evening either for amusement or business remain indoors, to the detriment of the retail trade of the colony and of the various places of amusement. Possibly some amount of crime may also be prevented, though that is a matter of speculation rather than experience. Grunting, however, that the regulations are effective in that direction, the contention of the Chinese who are the persons immediately affected on both sides—and a very reasonable contention it seems—is that the price is too high to pay for the result. It might be argued that the re-establishment of the curfew would diminish burglaries in England, but the English people would resist the application of the remedy, preferring to retain their personal liberty and take their chance of burglaries. The feeling of the Chinese is much the same. If, they argue, it is necessary to take further measures for the repression of crime let them be taken in a better position than most Europeans, as they know more about the ways of the Chinese criminal and the methods by which he can be detected from crime than most Europeans do. Their objection is now to the carrying of lamps than to the taking out of passes. Lamps are required after seven o'clock; passes not until nine. If the hour for lamps were made the same as for passes probably the sense of grievance would in great part disappear, because by nine o'clock most of the houses and many of the shops are closed, and the regulations would not interfere so much with business, but it might perhaps be well to make the hours ten o'clock. It is a good thing that the police should have the power to make any one they find roaming about at night give some proof of his respectability, which can be done by the pass system; while as to carrying lamps it must be admitted that a thief would not as rule carry a lamp if he could help it, and that the regulation requiring lamps to be carried might have some deterrent effect on him. But the regulations should only be enforced during the night time, and in large city the night time can hardly be said to commence until the business day is over, which in Hongkong is not until nine or ten o'clock.

A new Town Hall is to be built at Saigon.

H.M.S. Caroline arrived here yesterday from Amoy.

Nominations for the Hongkong Derby close on Saturday next.

The M. M. steamship Natai left Saigon yesterday morning at 5 o'clock.

The new church at Chefoo, dedicated to St. Andrew, was consecrated on the 8th instant.

The steamer Merionethshire left Singapore on the 20th instant and is due here on or about the 27th instant.

The N. G. I. steamer Letisso left Singapore on Friday for the port and may be expected here on or about the 27th instant.

On the 15th inst. a fire occurred in Saipan-machi, in the Shiba district of Tokyo, in which five hundred houses were burnt.

The death rate last month was, for the British and Foreign community, civil population, 21.4, and for the Chinese community 32.

At the regular meeting of the Victoria Preceptor, held on Friday night, Sir Knight K. Kirkwood was elected Eminent Preceptor for the ensuing year, and Sir Knight F. W. Watts was elected Treasurer.

An order of the Queen in Council respecting the tonnage measurement of ships belonging to the United States of America is published in Saturday's Gazette.

The G. M. steamer Ningpo, from Glasgow and Liverpool, left Singapore for China on Saturday at noon, and may be expected here on or about the 27th instant.

The American ship Invincible, bound for Manila, left Cobu in ballast, struck on a bank near Calatagan, but got off again with a high tide and returned to Manila.

The State docks were opened on the 5th inst. They are 135 metres long and 30 metres wide. The cost of construction has been \$39,315 per cent.

The dock can be filled with water in one hour and a half and emptied in five hours and a half.

The Honorary Treasurer of the Edgar Relief Fund begs to acknowledge with thanks the following donations:

Mr. F. Richards \$10
Mr. A. Findlay Smith 10
A. Bat 5
V. A. C. H. 5
Mr. B. Layton 5
Mr. G. Stewart 5
R. M. 3
C. Pearce 3
Capt. J. D. Sterling 2
M. 2

Brought forward 57

459

Total up to date 516

The writer of the "Entro Nous" notes in the Shanghai Mercury says: "To be beautiful is a good thing; but to be beautiful and useful falls to the lot of few. The Shanghai Volunteers had an opportunity the other day of attaining this happy consummation, but failed, alas, to take advantage of it. I mean the occasion when Mr. Chu, the cotton spinning millionaire, having sold off his interests, was about to leave with all the proceeds of his native financial wool. His friends should seek for the presence of one Volunteer all the time to increase the splendour of his last procession showed a proper appreciation of the aim and object of the corps, as of the virtues of the corps; and the only way to heavily for the honour was as follows: it was unusual. Thus the opportunity of turning an honest man into a hero was lost, and will probably be lost again." But money is a good idea, as Falstaff hath it—perhaps in time we shall have an H. company reserved for the use of Chinese funerals. The latter should certainly be encouraged.

The Hon. Mr. G. O. Moore, Minister of Justice, has given his assent to the name and on behalf of the Queen to the following Ordinances:—The Stamp Duties Ordinance, the Apprenticeship Ordinance, the Widows and Orphans Pensions Ordinance, the Amendment Ordinance, and the Fire Inquiry Ordinance.

The property and business of H. W. Ward, Liddell Brothers & Co., the present General Managers, at a price of £16,500, a right sanctioning the arrangement having been passed by an extraordinary general meeting of the Company held on the 17th inst.

A syndicate of Chinese have agreed to erect a cotton spinning mill at Shanghai; we learn from the N. C. Daily News. The new company is to be started in part by a loan of £10,000 from the Chinkiang Provincial Exchequer. The land necessary for the manufacture has already been secured by the signalling committee who will adopt Veolia reported from Gran Rock and Cape D'Agulha will be signalled at the station at Blackhead's Hill.

H. E. the Governor has given his assent to the name and on behalf of the Queen to the following Ordinances:—The Stamp Duties Ordinance, the Apprenticeship Ordinance, the Widows and Orphans Pensions Ordinance, the Amendment Ordinance, and the Fire Inquiry Ordinance.

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A syndicate of

THE CHALLENGE CUP, value 100 guineas; for China ponies; to be won two years consecutively by a pony or ponies the horse being property of the same owner; first pony to receive 70 per cent., second, 20 per cent.; and third, 10 per cent. of entrance fees; weight for inches per scale; entrance (fined) \$5, but optional to subscription griffins of this season, 1895-96. One extra £100 for all China ponies; **THE CHINESE PEGASUS**, for all China ponies, weight for inches as per scale; winners at this meeting other than subscription griffins 7 lbs extra; previous non-starters at this meeting, 12 lbs extra; entrance 25. Seven furlongs.

THE CHAMPION STAKES; value \$250; second pony to receive 70 per cent. of entrance fees; third, 30 per cent.; for China ponies both griffins and non-starters; weight for inches as per scale; previous winners at this meeting 7 lbs extra; penalties accumulating up to 12 lbs extra; subscription griffins of this season, 1895-96, allowed 7 lbs; entrance \$5. From the two-mile post once round and in.

THE CONSOLIDATION STAKES; a sweepstakes of \$5 each with \$100 added; second pony to receive \$50 for better China ponies at this meeting; weight for inches as per scale; one mile.

THE CHAMPION STAKES, with \$350 added; for China ponies winners at this meeting only; a forced entry; entrance \$20; winner of two races \$30; of three or more \$50; weight for inches as per scale. One-mile and half.

THE NIL DERFENDAR STAKES, a sweepstakes of \$5 each with \$80 added; second pony to receive \$30; weight for inches as per scale; subscription griffins of this season, 1895-96; weight for inches as per scale. Half-a-mile.

THE DAIRY FARM COMPANY, LIMITED.

The following is the report for presentation to shareholders at the ninth ordinary yearly meeting, to be held on Friday, the 27th December:—

The directors herewith present to the shareholders a statement of the Company's accounts for the year ended 30th June, after writing off \$7,343.54 for depreciation and \$1,000 for directors' fees, is \$10,043.95, from which it is proposed that a dividend at the rate of 10 per cent. per annum be paid; leaving \$24.26 to be carried forward.

The herd of cattle is in excellent health and condition.

DIRECTOR.

Mr. J. M. E. Machado has resigned his seat. Mr. G. Bird has been invited to join the Board and his election requires confirmation by this Meeting. Captain Burnell and Dr. C. A. Reid retire by rotation and offer themselves for election.

The annual account have been audited by Mr. Henderson, who offers himself for election for the current year.

GRANVILLE SHARP, Chairman.

Hongkong, 18th December, 1895.

BALANCE SHEET, 30TH NOVEMBER, 1895.

To Capital 10,000 shares at \$10	\$100,000.00
To dividends 1890-1891	50.50
To dividends 1891-1892	50.50
To depreciation account	1,810.38
To deposit account	50.00
To deposit account	10.70
To profit and loss	10,024.26
	\$112,501.74

By cash in hand

By fixed deposit at Hongkong and Shanghai Bank

By bank

By cattle

By farm lots, 15, 18,

25 and 32 as per last account

Written off

19,755.08

Written off

1,000.00

Written off

500.00

Written off

1,632.67

Written off

182.26

By audit fees

1,752.54

By fees of office

427.00

By fees of office

200.00

By fees of office

4,023.23

By fees of office

500.00

Written off

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNERS

THE P. & O. S. N. Co.'s Steamship

"KAISAR-L-HIND",
FROM BOMBAY, COLOMBO,
AND STRAITS.

Consignees of Cargos by the above-named vessel are hereby informed that their goods are being landed and placed on board at the Hongkong and Colombo Wharf and Godown Companies' wharves—Kowloon, where cargo will be sorted out mark and delivery can be obtained as soon as the goods have landed.

This vessel brings on cargo—

From Louisa, &c, ex.s. *Parsurama*,
Parsurama, ex.s. *Pakka* and *Nobia*.From Persian Gulf ex.s. *Mazandani* and *Sindu*.

Additional goods will be landed here unless instructions are given to the contrary before 1 P.M. To-day.

Goods not cleared by the 23rd instant at 4 P.M. will be subject to re-charge.

No Fire Insurance will be affected by me in any case whatever.

All documents packages must be left in the Godowns on or before the 25th inst., after which no claim will be recognized.

ALF. WOOLLEY,
Acting Superintendent.

Hongkong, 16th December, 1895.

[1]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE

THE Company's Steamship

"KUTSANG"

having arrived from the above ports, Consignees of Cargos by her are hereby informed that their Goods are being landed at the risk into the Godowns at Kowloon, Hongkong, 1st Dec., 1895. When delivery may be obtained.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th December, 1895.

[2649]

"CHIN LINE OF STEAM PACKETS."

FROM MIDDLESBORO, LONDON, AND STRAITS.

THE Steamship

"GLENESK"

having arrived from the above ports, Consignees of Cargos by her are hereby informed that their Goods are being landed at the risk into the Godowns at Kowloon, Hongkong, 1st Dec., 1895. When delivery may be obtained.

Cargo remaining undelivered after the 25th instant will be subject to re-charge.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 1st prox. otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 16th December, 1895.

[2650]

OCEAN STEAMSHIP COMPANY.

CONSIGNERS per Company's Steamer

"ORESTES".

are hereby notified that the cargo is being discharged into Craft and/or landed at the Godowns of the Undersigned; in both cases it will be at Consignees' risk. The cargo will be ready for delivery from Craft or Godown on and after 1st Dec., 1895.

Cargo remaining undelivered after the 26th inst. will be subject to re-charge.

All damaged Goods must be left in the Godowns, where they will be examined at Kowloon, on the 27th inst.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 16th December, 1895.

[2651]

NOTICE TO CONSIGNEES.

E.S. SACHEEN

The above-named steamer having arrived, the cargo will be admitted, with the exception of Opium, Tobacco, and Yakkahs, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, whence delivery may be obtained.

Optional cargo will go to Shanghai unless under the contrary to be given To-day before 1 P.M.

No Consignee will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 27th inst. will be subject to re-charge.

All broken, clouted, and damaged Goods are to be left in the Godowns, where they will be examined at Kowloon, the 27th inst., at 3 P.M.

All claims must reach as before the 29th inst., or they will be subject to re-charge.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 16th December, 1895.

[2652]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

"TRUDEAU"

Captain Wiley will be despatched as above To-day.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 16th December, 1895.

[2653]

PROPOSED SAILINGS FROM HONGKONG

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU

PROPOSED SAILINGS FROM HONGKONG

(via Nagasaki, Kobe, Saturday, Jan. 4,

Ishikawa Sea, and Yokohama),

1896, at Noon.

City of PEKING (via

Nagasaki, Kobe, Saturday, Jan. 25,

Ishikawa Sea, and Yokohama),

1896, at Noon.

China (via Nagasaki, Kobe, Island Sea, and Yokohama),

1896, at Noon.

THE U.S. Mail Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE INLAND SEA, and YOKOHAMA on SATURDAY, the 4th JANUARY, at Noon taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates are obtainable on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the UNION PACIFIC, DENVER and ROCKY MOUNTAIN, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £24 in addition to the regular tariff rate.

Passenger holding orders for OVERLAND RAILWAYS in the United States, the Southern PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and ROCKY MOUNTAIN, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £24 in addition to the regular tariff rate.

Through Bills of Lading issued for transportation to Yokohama and other Japan, Port of San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting steamers.

Fright will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same required.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

VESSELS ON THE BERTH

THE CHINA-MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA PORTS OF CALL

THE Company's Steamship

"ROYUNE"

Captain G. Kemp, will be despatched as above to TOMORROW, the 24th Inst., at 9 o'clock A.M.

For Freight, apply to

HOLLAND, WISE & CO.

Agents.

Hongkong, 20th December, 1895.

[2654]

"WALRAX" LINE OF STEAMERS

FOR KOBE AND YOKOHAMA

THE Steamship

"LENNOX"

Captain Williamson, R.N.R., will be despatched for the above ports, TOMORROW, the 24th Inst., at 9 o'clock A.M.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.

Agents.

Hongkong, 21st December, 1895.

[2655]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the Interior and Eastern Cities of the United States and Canada and to Europe.

HONGKONG TO LONDON \$400.

Excellent accommodation. First class Table.

HONGKONG TO NEW YORK \$360.

The Railways travelling is second to none on the American Continent, and the Economy of the "ROUTE OF THE GREAT WESTERN" or "YERLINGTON NATIONAL PARK route," Denver to Europe may be made by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TAGOMA \$250.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration).

HANKOW ... 3,594 Tuesday ... Dec. 24.

TACOMA ... 2,549 Tuesday ... Jan. 14.

VICTORIA ... 3,167 Tuesday ... Feb. 11.

HANKOW ... 3,594 Tuesday ... Mar. 10.

TACOMA ... 2,549 Tuesday ... Apr. 7.

THE Steamship

"HANKOW"

Captain Orr, sailing from, on TUESDAY, the 24th December, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consumer Invoices of Goods for United States

For further information as to Passage or Freight, apply to the Agent.

DODWELL, CARLILL & CO.

General Agents.

Hongkong, 4th December, 1895.

[2656]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND SINGAPORE

THE Steamship

"NANCHANG"

Captain Finlayson, will be despatched, on WEDNESDAY, the 25th Inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 21st December, 1895.

[2657]

SAFETY.

STEAMERS.

PUNCTUALITY.

TWIN STEAMERS—6,000 Tons—10,000 Horse Power—Speed 10 Knots.

PARCELS must be sent to our Offices (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to the Agent.

DODWELL, CARLILL & CO.

General Agents.

Hongkong, 16th December, 1895.

[2658]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU

PROPOSED SAILINGS FROM HONGKONG

(via Nagasaki, Kobe, Saturday, Jan. 4,

Ishikawa Sea, and Yokohama),

1896, at Noon.

City of PEKING (via

Nagasaki, Kobe, Saturday, Jan. 25,

Ishikawa Sea, and Yokohama),

1896, at Noon.

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